

IN THE CLAIMS:

1.-19. (Cancelled)

20. (New) A control system for an automotive vehicle having a first clutch mounted between an engine and a gear drive transmission, for connecting or disconnecting torque transmitted from the engine to driving wheels, and torque transmission disposed between an input shaft and an output shaft of the gear drive transmission, wherein said torque transmission is of the dog clutch type, and wherein said first clutch is controlled at starting the vehicle or at gear shifting thereby to continuously increase a transmission torque of said first clutch to said input shaft of said gear drive transmission, said control system comprising:

a driver's will-detecting means for detecting a request for starting and acceleration, a request for deceleration and stoppage, or a request for shifting gears;

a creep control completion decision means for deciding whether or not creep torque generation should be discontinued; and

a creep torque generating means for generating creep torque,

wherein when said driver's will-detecting means detects said request for starting and acceleration, said first clutch starts to enter a slipping-engagement state, and said slipping-engagement of said first clutch causes said torque from the engine to be transmitted to generate a creep torque to let the vehicle move, and when said creep control completion decision means decides that creep

control should be discontinued, said creep torque generating means releases the slipping engagement of the first clutch to finish the generation of creep torque.

21. (New) A control system for an automotive vehicle having a first clutch mounted between an engine and a gear drive transmission, for connecting or disconnecting torque transmitted from the engine to driving wheels, and torque transmission means disposed between an input shaft and an output shaft of the gear drive transmission, wherein said torque transmission means are of the dog clutch type, and wherein said first clutch is controlled at starting the vehicle or at gear shifting, thereby to continuously increase a transmission torque of said first clutch to said input shaft of said gear drive transmission, said control system comprising:

a driver's will-detecting means for detecting a request for starting and acceleration, a request for deceleration and stoppage, or a request for shifting gears; and

a creep torque generation means for generating creep torque,

wherein when said driver's will-detecting means detects said request for starting and acceleration, said first clutch enters a slipping-engagement state, causing said torque from the engine to be transmitted to generate a creep torque to let the vehicle move, and when said driver's will-detecting means detects a braking action, said creep generating means releases the slipping-engagement of said first clutch to finish the generation of creep torque.

22. (New) A control system according to Claim 20, wherein after the vehicle has started to run by said creep torque generating means, when said driver's will-detecting means detects a braking action, said creep torque generating means releases the slipping-engagement of said first clutch to release the generation of creep torque.

23. (New) A control system according to Claim 20, wherein said driver's will-detecting means detects brake releasing by a brake pedal switch.

24. (New) A control system according to Claim 20, wherein said driver's will-detecting means is adapted to detect brake releasing by a pressure of a brake cylinder.

25. (New) A control system according to Claim 20, wherein said driver's will-detecting means detects brake releasing by a brake pedal pressure sensor.

26. (New) A control system according to Claim 20, wherein said creep control completion decision means for deciding whether or not creep control has been finished when a vehicle speed is equal to or higher than a specified value.

27. (New) A control system according to Claim 20, wherein said creep control completion decision means for deciding whether or not creep control has been finished when one or more of said transmission torque of said first clutch,

hydraulic pressure, position and an electric current of said first clutch have reached specified values.

28. (New) A control system according to Claim 20, wherein said creep control decision means decides whether or not creep control has been finished when the duration of the slipping-engagement state of said first clutch has reached a specified length of time.